THE HONGKONG TELEGRAPH.

No. 4016. THURSDAY, MARCH 28, 1895. THIRTY DOLLARS PER ANNUM.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP ....£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months..................5 per cent.
" 6 " ....4 "
" 3 " ....3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 18th June, 1894. [8

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP ....£ 251,093.15.0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
ALLOWED on CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th November, 1893. [214

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital...........................£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | ChowTungShang,Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen,Esq.
Chan Kit Shan, Esq. |

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-HOLDERS £800,000
RESERVE FUND £275,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months......5 per cent.
" " " 6 " ......4 "
" " " 3 " ......3 "

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, 17th May, 1894. [9

Insurances.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on fvaourable terms.
Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.

Hongkong, 5th April, 1894. [435

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } EQUAL TO .... } $833,333.33.
RESERVE FUND .... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq. |

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [940

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [184

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF ROBERT FRASER-SMITH, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, DECEASED.

NOTICE is hereby given that the Honourable the ACTING CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an ORDER LIMITING to the 14th May, 1895, the time for sending in CLAIMS against the said Estate.
ALL CREDITORS are hereby required to send in their CLAIMS to the Undersigned before the said date.
Dated the 18th February, 1895.

C. F. A. SANGSTER,
Acting Registrar
and Official Administrator.

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IN THE MATTER OF ROBERT FRASER-SMITH, DECEASED.

PERSONS INDEBTED to the above ESTATE will oblige by PAYING the AMOUNTS DUE to the SHROFF of *THE HONGKONG TELEGRAPH.*

C. F. A. SANGSTER,
Acting Registrar
and Official Administrator.

Hongkong, 25th February, 1895. [290

CUSTOMS NOTIFICATION.
No. 62.

ON behalf of the TAMSUI COMMISSIONER OF CUSTOMS the Undersigned begs to notify for the information of all whom it may concern, that the NORTH FORMOSA PORTS of TAMSUI and KEELUNG are now CLOSED by TORPEDOES.
Weather permitting the shipment and discharge of Cargo is still possible outside Tamsui.

H. ELGAR HOBSON,
Commissioner of Customs
for Kowloon and District.

Custom House,
Kowloon, 26th March, 1895. [392

R. J. TRANNACK,
DECEASED.

ALL CLAIMS against, and ALL MONIES DUE to the Estate of the late RICHARD JAMES TRANNACK, of the Imperial Maritime Customs, who died at Amoy, on the 16th January, 1895, must be sent in to the Undersigned on or before the 30th April, 1895.

A. J. HADLEY,
Attorney for
W. W. DICKINSON, } Executors.
C. B. SHERMAN, }

Amoy, 23rd March, 1895. [393

NOTICE.

A GENTLEMAN with a thorough knowledge of the ENGLISH and SEVERAL CONTINENTAL and EASTERN LANGUAGES seeks an engagement. Is a Good Accountant and has excellent local references. Would accept a moderate salary, with good prospects.
Address in first instance

"DIXON,"
c/o *Hongkong Telegraph* Office.

Hongkong, 25th March, 1895. [391

FLETCHER'S SARSAPARILLA AND POTASSIUM IODIDE.
Unequalled as a Blood Purifier.
FLETCHER'S PURE EXTRACT OF MALT.
FLETCHER'S PURE EXTRACT OF MALT AND COD LIVER OIL.
By the use of this valuable combination the system is strengthened and liability to Coughs, Consumption, Influenza, &c. is lessened.
FLETCHER'S COMPOUND SYRUP OF THE HYPOPHOSPHITES.
Recommended for its tonic action on the Nervous system.
Agents in Hongkong and South of China for
TANSAN,
the New Japanese Table Water which contains 8 per cent. more Iron Carbonate than that from any similar Spa.

FLETCHER & Co., "THE PHARMACY,"
23, Queen's Road Central,
AND
CARMICHAEL & Co., LD.

Hongkong, 19th March, 1895. [31

"DERMATOL,"

MANUFACTURED by FARBWERKE, HÖCHST a/M.; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhoea, is described as amazing.

DR. KNORR'S
LION BRAND
ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "DR. KNORR" in red letters.
To be had at every reputed Chemist and Druggist.
Supplies constantly on hand at the China Export Import and Bank Compagnie.
Beware of spurious imitations.

Hongkong, 7th April, 1894. [446

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.
The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893. [493

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
28, *QUEEN'S ROAD CENTRAL.*

SPECIAL DAGGER PACKING
FOR HIGH PRESSURE, ROUND OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.

Hongkong, 25th February, 1895. [189

LANE, CRAWFORD & CO.
SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR:—
HOLZAPFEL'S INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.
PRICE'S SPECIAL ENGINE and CYLINDER OIL.
United Asbestos Co.'s HIGH GRADE packings and jointings for Triple-Expansion Engines.
PURE FRESH WATER SUPPLIED.

LANE CRAWFORD & Co.
TELEPHONE No. 97.

Hongkong, 5th March, 1895. [35

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT, Experienced English matron in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.
Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
C. T. BENNEY, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

THE FOLLOWING MAY BE HAD FROM
KELLY & WALSH, LD.

GYMNASTICS, BY A. F. JENKIN.
Athletics, by H. H. Griffin.
Wrestling, by Walter Armstrong.
Fencing, by H. A. Colmore Dunn.
Boxing, by R. G. Allanson-Winn.
Baseball, by Newton Crane.
Association Football, by C. W. Alcock.
Lawn Tennis, by H. W. W. Wilberforce.
Tennis, Rackets, Fives, by Julian Marshall, Major J. Spens, J. A. Arnan Tait.
Golf, by W. T. Linskill.
Riding, by W. A. Kerr, V.C.
Riding for Ladies, by W. A. Kerr, V.C.
Mountaineering, by Claude Wilson.

CAMPING OUT, BY A. A. MACDONELL.
Canoeing, by J. D. Hayward.
Skating, by Douglas Adams.
Billiards, by Major-Gen. A. W. Drayson.
Hockey, by Frank S. Creswell.
Draughts & Backgammon, by Berkeley.
Dominoes & Solitaire, by Berkeley.
Ecarte & Euchre, by Berkeley.
Reversi & Go Bang, by Berkeley.
Piquet & Rubicon Piquet, by Berkeley.
Bezique & Cribbage, by Berkeley.
Solo Whist, by R. F. Green.
The two move Chess Problem, by B. G. Laws.

KELLY & WALSH, LIMITED.

Hongkong, 12th March, 1895. [6

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS,
"KREMLIN"
A. B. C. Code.

TELEPHONE,
No. 32.

BOARD AND LODGING
FROM $4.00 PER DAY.
HYDRAULIC LIFT TO ALL FLOORS.
The HOTEL STEAM LAUNCH Conveys PASSENGERS and BAGGAGES to and from all MAIL STEAMERS.

E. J. RICHARDSON,
MANAGER.

Hongkong, 21st January, 1895. [235

TO SHIPMASTERS.

STEAM WATER-BOAT COMPANY.

THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.
The only Company in Hongkong exclusively Supplying FILTERED WATER.
Despatch Guaranteed. Call Flag "W."

J. W. KEW & Co.,
18, Praya Central.

Hongkong, 17th November, 1894. [21

TO SHIPMASTERS.

CAPTAIN F. H. PLUMMER,
(LATE OF THE PATAGONIAN NAVY.)
THE OLDEST STEVEDORE IN MANILA.
STEVEDORE AND CONTRACTOR.

COALS and all kinds of STORES SUPPLIED on the shortest notice and on the most reasonable terms.

Manila, 5th October, 1894. [31

Notices of Firms.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LD. | THE GREAT NORTHERN TELEGRAPH COMPANY OF COPENHAGEN.

NOTICE.

DURING my absence from HONGKONG Mr. L. WEBSTER will be IN CHARGE of the Offices of the above Companies.

WALTER JUDD,
Manager in China.

Hongkong, 27th March, 1895. [397

Amusements.

PROGRAMME
OF
SKY RACES
TO BE HELD IN THE
HAPPY VALLEY,
ON
SATURDAY, THE 20TH APRIL.

1.—HALF-MILE RACE.—Prize Presented. For all China Ponies; weight for inches as per scale with 12lbs. added. Subscription Griffins of 1894/95, allowed 7lbs.; *bona fide* Polo Ponies and Hacks, allowed 12lbs.; Second to receive $10; Third to save Stake. Entrance, $3.
2.—POLO SCURRY.—Prize Presented. For all *bona fide* Polo Ponies; catch weights over 11st. 7lbs.; Second to save Stake; Entrance, $2. A quarter-of-a-mile.
3.—ONE MILE HANDICAP.—A forced entry for all China Ponies entered at this Sky Meeting (except in races 2 and 7). Entrance, $1; Entries left in after 17th April, $4.00 extra, Entrance fees with $10 added to go to the Winner; Second to receive $20; Third to save Stake.
4.—THREE-QUARTER-MILE RACE.—Prize Presented. Second to receive $10; Third to save Stake. For Subscription Griffins of any year; Weight for inches as per scale. Winners and placed Ponies at any Race Meeting in Hongkong or China (Off-Days not to count), 5lbs. and 3lbs. extra respectively. Penalties accumulative.
5.—STEEPLECHASE.—Prize Presented. Second to receive $10; Third to save Stake. For all China Ponies; weight for inches as per scale; Ponies other than Subscription Griffins and *bona fide* Polo Ponies and Hacks, to carry 12st.; previous Winners and placed Ponies in a Steeplechase 10lbs. and 5lbs. respectively; Entrance, $3.00. From the Black Rock, Once Round and In.
6.—FIVE FURLONGS RACE.—Prize Presented. Second to receive $10; Third to save Stake. For all China Ponies; weight for inches as per scale; previous Winners and placed Ponies at this Sky Meeting, 7lbs. and 3lbs. extra respectively; Hacks and *bona fide* Polo Ponies, allowed 7lbs. Entrance, $3.
7.—LADIES NOMINATION RACE.—Three Prizes Presented. To Saddle a pony on the Course at the winning post mount ride round a post about 150 yards distant; return dismount and receive a cigar and a box of matches from a Lady, light the cigar, mount, ride over the same course again. First past the winning post with cigar alight and girths tight to win. Entrance $1.
8.—CHAMPIONS.—Cup Presented. Second to receive $20; Third to save Stake. For all China Ponies; weight for inches as per scale. Entrance, $5. One-mile-and-a-quarter.

ENTRIES CLOSE TO
HART BUCK,
Hon. Secretary,
Sky Meetings and Gymkhana Committee,
on SATURDAY, the 13th April, at 5 P.M.

Hongkong, 21st March, 1895. [381

For Sale.

MELLIN'S FOOD,
FOR INFANTS AND IVALIDS.

HAVING been appointed SOLE AGENTS for this Port, the Undersigned are prepared to Supply MELLIN'S FOOD and other MELLIN'S SPECIALITIES in large or small quantities at very favourable charges. Special term to the Trade.

KAY & Co.,
Sole Agents,
26, Hollywood Road.

Hongkong, 19th March, 1895. [373

FOR SALE OR HIRE.

THE DWELLING HOUSE on MAMOI HILL, PAGODA ANCHORAGE, lately occupied by Captain SAUNDERS.
Immediate Possession can be taken.
For further particulars apply to

CAPTAIN J. C. SAUNDERS,
Amoy,
or
BROCKETT & Co.,
Foochow.

Amoy, 2nd February, 1895. [219

THE FREDERICKSBURG BREWERY Co.'s
LIGHT PALE ALE,
Unsurpassed in quality
and highly recommended
by persons of
Refined taste.
Makes a delicious and
comforting drink
during Summer Months.

H. E. BOTTLEWALLA,
SOLE AGENT,
No. 2, D'Aguilar Street.

Hongkong, 5th March, 1895. [197

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.
12, Queen's Road,
Hongkong, 24th August, 1894. [5

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from C. F. A. SANGSTER, Esq., Official Administrator, to Sell by

PUBLIC AUCTION,
TO-MORROW;
FRIDAY, the 29th March, 1895,
AT 2.30 P.M.,
at his SALE ROOMS, Queen's Road,
THE LIBRARY,
belonging to the Estate of the late
Mr. ROBERT FRASER-SMITH.

TERMS OF SALE:—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 22nd March, 1895. [382

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"BENLARIG,"
Captain Le Boutillier, will be despatched as above on WEDNESDAY, the 3rd April.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd March, 1895. [355

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"MENMUIR,"
Captain Craig, will be despatched for the above Ports on FRIDAY, the 5th April, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon is carried.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th March, 1895. [378

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L.I.I. American Ship
"TILLIE E. STARBUCK,"
Curtis, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to

SHEWAN & Co.

Hongkong, 16th January, 1895. [111

FOR SAN FRANCISCO.

THE 100 A. I. British Ship
"QUEEN MARGARET,"
Faulkner, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to

SHEWAN & Co.

Hongkong, 28th February, 1895. [302

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"ARRATOON APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after the 28th instant, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 27th March, 1895. [39

Masonic.

CATHAY CHAPTER,
No. 1165.

A REGULAR CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 29th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited.

Hongkong, 23rd March, 1895. [386

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 30th instant, at 8.30 for 9 p.m. precisely. Visiting Knights are cordially invited to attend.

Hongkong, 23rd March, 1895. [389

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 1st April, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 22nd March, 1895. [389

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.
VICTORIA DISPENSARY.

COLDS IN THE HEAD, &c.

BURROUGHS WELLCOME & Co.'s

PINOL EUCALYPTIA INHALERS.

ONE of the best remedies extant for Nasal Catarrh and all disorders of the Nasal Passages and Nasopharyngeal membranes.

Price ....$1.25.

EUCALYPTUS OIL.

A STANDARD REMEDY FOR COLDS.

Sprinkled on the handkerchief and over the breast of the night clothing it gives almost instant relief.

Bottles ....$1.00 and 50 Cents.

DAKIN, CRUICKSHANK & Co., LD.,
VICTORIA DISPENSARY.

Hongkong, 19th January, 1895. [27

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are Selected by our London House, bought direct at first hand, imported in Wood and Bottled by ourselves, thus saving all intermediate profits and enabling us to supply the best growths at moderate prices.

PRICE LISTS, WITH FULL DETAILS, TO BE HAD ON APPLICATION.

PORT:—After removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY:—Excellent dinner and after dinner Wines, of very superior vintage. All are true Xeres Wines.

CLARET:—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY:—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY:—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1895. [5

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 28, 1895.

FORMOSA AND THE JAPANESE.

Now that the Japanese have taken the Pescadores they are in possession of a splendid land-locked harbour and islands that will be extremely useful to them during their attack on Formosa. On these islands they will be able to store their coals, provisions and ammunition, and Makung will also make an excellent harbour of refuge, to which the fleet can run during the typhoon season. There is water enough in Makung harbour to allow the largest man-of-war afloat to enter. There does not seem to be the least doubt that Japan intends to take this "Beautiful Island," for such is the name Formosa is known by. The last time Japanese landed in Formosa was in 1873, when they sent an expedition to punish the natives of the southern end of the island for murdering the crew of a Japanese junk that was wrecked there, China having acknowledged her inability to do so. But in what part of the Island of Formosa the Japanese intend to land this time is doubtful, as Japan is wise enough to keep such matters to herself until she is ready to strike a blow. We have not the least doubt of her success, for she will not go the same way to work as the French did under Admiral COURBET. When Japan attacks Formosa she will go there with a good fleet, and a number of transports with at least 20,000 or 30,000 well equipped troops. She will work on an organised plan, and she will not be, as the French were, ignorant of her surroundings. Japan, we may be sure, has had her spies long ago at work, and, as in Manchuria and Shingking, Port Arthur and Wei-hai-wei, she will be as well acquainted with the country as the Chinamen themselves. She will very likely land at two points, one in the South and one in the North, and gradually drive the Chinese before her. The Chinese will no doubt retreat into the bush, in which Formosa abounds, but the Japanese will not bother them much there. What the Japanese will do is to take possession of the different fortified positions, and the chief towns and cities of the island, and when this is done she may then, if the Chinese wish to carry on a guerilla warfare, attend to them at her leisure. The Chinese are said to have seventy or eighty thousand troops, well armed, but we doubt very much if they have that number; thirty or forty thousand being nearer the mark. The Chinese have certainly some strong forts, and these are well armed with large guns of the latest pattern, purchased from England and Germany. But these will not deter the Japanese any more than did the bristling forts of Wei-hai-wei and Port Arthur. When the Chinese strongholds, with Taipehfoo, are taken the Chinese will soon become panic-stricken and will be only be too anxious either to escape from the island or to lay down their arms. The Chinese troops in Formosa are said to be armed with quick-firing rifles and field-pieces, but it is well-known that they are very little acquainted with military tactics, whilst the Japanese are thoroughly drilled and well acquainted with the tactics of modern warfare. We therefore prophesy that when once the Japanese land it will not be more than three months before they are in full possession of the whole island of Formosa, and when once in possession of that fertile island there is little doubt but they will hold it. The island has never been properly surveyed, but it is said to contain a vast amount of mineral wealth, besides coal and petroleum, and in the hands of the Japanese will prove, no doubt, a source of wealth to the Dai Nippon.

It will not be out of place to republish here a brief description of Taiwanfoo and Tuatutia, the capital, as supplied by a special correspondent of the *Hongkong Telegraph* in 1891 and written for the *Hongkong Directory*, which is as follows:—

"Tainan, better known as Taiwanfoo, the old capital of the island of Formosa, is situated on a large alluvial plain on the S.W. coast, in latitude 21 deg. 39 min. 30 sec. N., and longitude 120 deg. 12 min. 30 sec. E. It is a large, straggling town, containing many park-like spaces, with fine trees and green lanes, and is surrounded by a high battlemented wall, about six miles in extent. Its chief edifices are the residences of the mandarins and the temples. H.B.M. Consulate, one or two foreign hongs, and two or three missionary houses are also situated in the city. The number of inhabitants is not accurately known, but is said to be large, and probably exceeds 200,000. Sugar is raised in large quantities in the neighbourhood, and is the principal export of the place; small quantities of hemp, sessamon seed, and China roots are also exported.

"Anping, the port for Taiwanfoo, is situated two and a half miles to the north-west of the city. The Imperial Customs, a few foreign hongs, and a small native town are established here. A large junk trade is carried on between this port and the mainland of China, but owing to the bar at the entrance of the river, and the heavy sea that breaks on it, vessels of more than six or seven feet draft cannot enter, and the light draft vessels can only cross in the finest weather. A canal runs from Anping to Taiwanfoo, and all merchandise is conveyed in boats of shallow draft to and from the city. The anchorage for foreign vessels is south-west of the site of the old Fort Zealandia (a large tree making a conspicuous landmark), and affords good shelter in the N.E. monsoon (from October until March); but during the S.W. monsoon a very strong swell rolls in, causing heavy breakers on the bar, which is often rendered impassable for two or three weeks together. Passengers are conveyed to and from the ships in catamarans, rafts composed of about 12 bamboos securely lashed together, and about 20 feet in length. A tub is placed about the centre of this raft for the passengers to sit in, but it is only in the finest weather they escape a wetting, and in bad weather they stand a great chance of being pitched out or capsized in crossing. Similar catamarans are also used by the native fishermen, and in fine weather a large fleet of such craft is often seen from nine to ten miles out at sea.

"The town of Taututia is well laid out, all the streets being wide and at right-angles to one another. Here, too, much to my surprise, I found rickshas plying for hire, and a well-stocked compradore's store owned by a Straits Chinaman, Mr. Theang Lai, who does his best to make up for the lack of a hotel by supplying travellers with 'rickshas, chairs, 'chow-chow' and capital wines and beer at very reasonable cost. His establishment is a boon to the residents and a god-send to the globe-trotters. In order to see the railways, arsenal, colleges, fine roads, foreign hongs, tea gardens and tea-firing rooms, the European club and the boiling sulphur springs in the neighbourhood, travellers have to 'put up' with some hospitable friend, there being no hotel in Tuatutia as yet.

"The native town is badly built and dirty, and probably contains from 17,000 to 18,000 inhabitants. The country in the vicinity is extremely fertile and considered very pretty. There are large rice fields near, and sugar is grown in fair quantities a few miles away. The increase in the growth and exportation of tea during the past seven years has been very great, and until the French blockaded the port it was seldom more than a day or two without a steamer during the season, for exportation of the leaf to Amoy. The land-locked harbour presents a very pretty view, but the south side of the bar is composed of a series of shifting sand-banks, which make the harbour rather difficult of access for vessels in charge of strangers. A semaphore signal staff, showing the various depths of water on the Tamsui Bar, is situated at the Customs, and under control of that office.

"The neighbouring downs afford capital opportunities for exercise in the shape of riding or walking, and command a splendid sea view. Good shooting is obtained here during the winter months.

"Twatutia is distant about nine miles from Tamsui, and it is here that all the trade is carried on. The tea is brought from the country, and is picked, fired, and packed for exportation in their own hongs by both foreign and Chinese merchants, and then quickly sent down to the port in cargo boats. There are several European hongs in the port, which, as already mentioned, are for the most part branches of Amoy mercantile houses, nearly, if not all the business of the place passing to that port *in transitu* to and from other countries. The tea is usually only temporarily packed here, and is almost invariably re-packed and re-matted at Amoy.

"Camphor and camphor-wood planks are also exported in large quantities, but the trade in these has considerably fallen off lately. A somewhat large trade is also done in indigo, but this is chiefly confined to the native junks plying between here and the mainland. The coal export has fallen far short of expectations, although in 1889 it was estimated that 43,419 tons were taken away from the port. There can only be one opinion about the coal-fields of Formosa, and that is that they have been grossly mismanaged from the beginning.

"The Chinese town or city of Banca adjoins Twatutia, and is a place of considerable size, the population of Twatutia and Banca being estimated at about 40,000.

"About seven miles from Tamsui, on the Keelung river, are the sulphur springs, which are of great interest to all foreign visitors to the port, and one is well repaid for the climb up the hill by the sight of the boiling and hissing springs and cauldrons. About 500 feet above the level of the river the sulphur is made into cakes or moulds on the spot, and from there sent to the port for exportation. A curious feature in connection with these sulphur springs is a boiling pool, greatly sulphuretted, and so hot that it takes less than *three minutes* to boil an egg in it, while immediately adjoining this boiling cauldron is another clear and limpid *cool* spring of pure water, without the slightest trace of any sulphurous taste or matter. The latter has been analysed and found to be singularly free from nearly all mineral matter, only a trace of bismuth and chloride of sodium being discerned. The proximity of these springs to one another is also a matter of a great deal of comment, it being possible for a man standing on the ridge separating them to touch both the hot and the cold water at the same time.

[For further information see latest edition of the *Hongkong Directory* published at the office of the *Hongkong Telegraph*.]

LATE TELEGRAMS.

LONDON, February 22nd.

The captain of the steamer *Crathie*, which sank the *Elbe*, has been fined for violation of the navigation rules.

An Odessa dispatch says the town of Koutchat has been swallowed by an earthquake. Several thousand persons perished. This is believed to be another version of the earthquakes reported some time ago in the town of Kuchanin, by which two thousand people were reported killed.

Advices from Tamatave say the French are incensed against ex-United States Consul Waller, believing his representations caused the United States government to withdraw its instructions to the new consul, Mr. Wetter, to recognition through a French resident. It is related that just before the French occupation of Tamatave French soldiers entered the house where Waller stopped and threatened him with a knife. Waller seized a chair and threatened that he would brain one of the soldiers if he came a step farther. The soldiers then left. Waller reported the matter to the United States consul.

At Hamar to-day the world's amateur championship skating race of ten thousand metres was won by J. Ren of Holland in 17 minutes 56 seconds, beating his own record by one minute 26 2-5 seconds.

In the yacht race for the Cannes town prize to-day the *Britannia* won by 16 minutes. The *Valkyrie* was her only competitor.

February 24th.

Henry Austin Bruce, P. C., G. C. B., first baron of Aberdare, died to-day.

The committee of the bi-metallic league has resolved to increase its propagation fund to one hundred thousand pounds. The fund has already reached fifty thousand pounds.

Advices received state that after three days' fighting the British naval force captured the native town of Brass Guinea on the west coast of Africa. The British loss was slight, but the natives lost heavily.

A dispatch from Constantinople says that in consequence of charges preferred by the Turks twenty-five young Armenians have been arrested and twenty-one imprisoned. The arrests produced a painful impression.

The Japanese Minister of War has recalled to Japan all the Japanese officers serving in the German army. The Japanese envoy, Count Aoki, gave a farewell dinner. Among the toasts was "Happy entry into Pekin." Count Aoki expects to leave Vancouver for home on March 14th.

At the inquest of the *Elbe's* disaster to-day at Lowestoft, Pilot Greenham testified that after the crash attempts were made to close the water tight doors of the *Elbe*. The captain of the *Elbe* remained on the bridge to the last. The captain ordered the boats to be got out, but the ropes were frozen and had to be chopped away. The orders given by the captain were obeyed. There was no confusion. The captain and chief engineer of the *Crathie* deposed that the vessel's telegraph was frozen at the time of the collision. Orders were given to the look-out man, who shouted them to the engine-room. The engineer admitted that he had not looked to see whether or not the telegraph was all right when the vessel sailed from Rotterdam. On the conclusion of the engineer's testimony the coroner intimated that the inquest would be adjourned until March 26th. The solicitor for the captain of the *Crathie* objected to this proposal and asked the jury to render a verdict. It would be cruel, he said, to let the matter hang fire over the captain's head for a month. The coroner opposed the rendering of a verdict at the present time, and the inquest was adjourned.

February 26th.

Speaking on Mr. Everett's motion, Sir William Vernon Harcourt said:—The interests of this country as the greatest trading and monetary centre of the world were bound up in the soundness of her currency, and it ought to be borne in mind that England conducted her trade upon relatively the smallest basis of any country. She did so because she had the largest credit. (Hear, hear.) Leaving international considerations for the national aspect of the question, he contended that there ought to be a continuity of the currency policy which the nation had attained. Though hoping little from an international monetary conference, inasmuch as a motion had been brought forward on common grounds declaring that evils existed which the Government admitted, and as he had only been invited to co-operate with the powers on the subject he had decided not to oppose the resolution. (Cheers.)

The parliamentary bi-metallist committee, immediately after Sir William Harcourt had announced his acceptance of Mr. Everett's motion, telegraphed to the Berlin bi-metallist league asking it to urge upon Prince Hohenlohe, the German Chancellor, the expediency of opening negotiations for a monetary conference at Berlin. The league responded with a telegram congratulating the English bi-metallists upon the success of Mr. Everett's motion. The opinion prevails in the lobby that an international conference on the subject is assured.

The *Daily News* will say to-morrow that it deeply regrets the decision of the Government to accept Mr. Everett's proposal in regard to the monetary question, believing that bi-metallism would be injurious, if not fatal, to British commercial supremacy. It cannot help fearing that the acquiescence of the ministers means a renewal of negotiations from which no useful result can be expected and which may stimulate and encourage a fallacious and pernicious movement. Nevertheless the *Daily News* rejoices that Sir William Harcourt made it plain that the cabinet adheres to the settled financial policy of the United Kingdom.

The *Standard* to-morrow will say:—"We are absolutely bound not to swerve from the principle of the gold standard, nor can we afford to give the smallest colour to the supposition that we are likely to relax the wholesome rigidity of this rule. But as far as can be accomplished, without the impairment of this principle, it is our urgent interest to promote steadiness in the comparative value of the two metals. Sir William Harcourt therefore wisely spoke in sympathy with the projected conference. Nothing is likely to result from it, but it would have been ungracious and impolitic to exclude any suggestion bearing the faintest glimmer of hope."

MILAN, February 27th.

Deputy Antonio Comandini, director of the *Morning Courier*, a Government daily, has been missing for two weeks. He was hated bitterly by the anarchists, and it is feared that they have killed him. The police of the whole kingdom are searching for him.

LONDON, February 28th.

The Chinese Minister to-morrow will take to Windsor the presents sent to Queen Victoria by the ex-Empress of China, in return for those sent by Her Majesty on the occasion of the anniversary of the birth of the ex-Empress. The gifts consist mainly of beautiful coloured scrolls bearing inscriptions in Chinese characters, worked by the hand of the ex-Empress, expressing good wishes for the Queen.

PARIS, February 28th.

The War Department has completed experiments with a new gun which is guaranteed for 1,000 rounds. After 3,000 rounds had been fired with the heaviest charges of smokeless powder, the rifling was found in fair condition. The muzzle velocity of the projectile was 3,000 feet per second. The gun is made of hard tempered steel. It has a choke bore of such construction that as the projectile moves forward in the barrel, the bands of the rifling become larger and closer, so the copper forming the driving band is constantly set out. The discharge of gas between the projectile and the walls of the gun and the consequent erosion of the gun are thus prevented. The gun has a bore of about six inches, and is between 22 and 25 feet long.

BERLIN, February 28th.

Viscount Aoki, Japanese Minister to Germany, said to-day in an interview with a reporter from the *Loka Anzeiger*, "Without a cession of territory China cannot reckon on the termination of the war. While it is fully understood that China must indemnify us for our expenses in the war I am aware that the European powers may interfere to prevent a cession of territory, but it is to be hoped that the Japanese Government will maintain its position that the conclusion of peace equally with the conflict concerns Japan and China alone. For seeing that the war would involve the risk of complications with the powers, Japan did everything to avert hostilities and tried to settle the Korean question peaceably. China has made this impossible. Japan is willing at any moment to agree to terms which are in any way acceptable and honest."

BERLIN, March 1st.

In the debate on the Naval Budget in the Reichstag to-day, Chancellor Von Hohenlohe declared that the proposed increase of the number of cruisers was necessary for the protection of German commerce. "We will not create a great navy," he continued, "but will merely preserve what we have. My dreams have been aimed at a German navy crossing the ocean, but these dreams have vanished in view of the condition of the Reichstag and the state of our finances."

The Reichstag approved the appropriation for the new cruisers by a vote of 145 to 57.

GLASGOW March 1st.

The Theatre Royal was totally destroyed by fire to-day. Loss £30,000.

LONDON, March 3rd.

The Marquis of Queensberry has been arrested for libelling Mr. Oscar Wilde. The allegation states that the former left a card at Mr. Wilde's club, inscribed with words implying a horrible charge against Mr. Wilde. The accused has been remanded for a week. The admitted bail sum is placed at £1,000.

RANGOON, March 3rd.

It has been decided that in future the post of Nampoung, on the Shan-Chinese Frontier is to be garrisoned by military police; the troops leave for the post in a few weeks.

LONDON, March 4th.

It is reported that the Swazi King, Boon, is mustering his best troops to resist any attempt on the part of the Transvaal Boers to establish a protectorate over Swaziland.

MADRAS, March 4th.

With reference to the decision of the Stewards of the Western India Turf Club in the Kitten case, it is reported that Captain Holmes has applied for a Military Court of Inquiry. Nothing can be done in the matter till the Commander-in-Chief of Madras arrives here on Thursday next from Burmah.

LONDON, March 5th.

The death is announced of Sir Henry Rawlinson from an attack of influenza.

NEW YORK, March 5th.

The Nicaragua Canal Bill has failed to pass through the Congress.

BOMBAY, March 5th.

Advices to hand show that the disturbance at Muscat has not diminished. Both parties are keeping up firing day and night. The rebels number 350, and hold the town, while the Sultan's force in the two forts numbers 2,500. The former are armed with Martini rifles, the latter with obsolete arms. The British subjects are to summon the Residency if assistance is required. A number of dead bodies are lying about the town, and no sooner is an attempt made to remove them than the persons engaged in doing so are fired on. Consequently, through fear, all attempts to remove the dead have been abandoned. The Sultan's palace is the only place the rebels have looted, and they behave well to the towns-people. The Sultan's subjects are responsible for much of the mischief and looting in the town.

LOCAL AND GENERAL.

COLLARD & COLLARD PIANOS at W. Robinson & Co.

WE are given to understand that a new paper is to be shortly started in this colony under the title of *Hongkong Mercury*.

A REGULAR meeting of the Eothen Mark Lodge, No. 264, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

A GENERAL meeting of Members of the Institution of Engineers and Shipbuilders of Hongkong will be held at the Institution, Praya Central, at 8.45 p.m. on the 6th proximo, at which an Address will be presented to the President, Mr. D. Gillies. After the business, before the meeting has been concluded, it is notified that a Smoking Concert will be given in the Rooms.

NEW piano repairing machinery, received by W. Robinson & Co.

BROADWOOD PIANOS at W. Robinson & Co.

THE British cruiser *Gibraltar*, Capt. MacLeod, arrived here at 3.45 this afternoon from Yokohama.

THE silk *ex* steamship *Victoria*, which left Yokohama on the 1st instant, and which arrived at Tacoma on the 16th, reached New York on the 24th inst.

GUSTAV KOCH, captain of the Siamese barque *Charon Wattana*, was fined $3 at the Magistracy to-day, by Commander Hastings, for being "half-seas-over" in the Stag Hotel last night.

THE libel action recently brought by Mr. Cockloft of the *Bangkok Times* against the *Siam Observer*, in which a claim was made for $5,000 damages, has practically "fizzled," the plaintiff being awarded only five *ticals* damages, *i.e.* about three merry Mexicans!

***THE *Hongkong Telegraph* was put up for auction this afternoon at Mr. J. M. Armstrong's auction rooms. The bidding commenced at $15,000. This was raised in leaps of $500 by two bidders until it reached $17,500, when another bidder came in and it was gradually raised to $24,000. Mr. J. D. Clark, of the *Shanghai Mercury*, then commenced to compete with the present buyer until it reached $25,000, when he fell out and it was knocked down eventually to Mr. S. Rustomjee for $25,100, at which price it is exceedingly cheap, considering it has the largest circulation of any paper in the colony.

FULL stock of banjos, mandolines, guitars, accordions, strings and fittings of all kinds at W. Robinson & Co.

THE Austrian Lloyd's steamer *Marie Valerie* which arrived from Kobe this morning, brought an Austrian prisoner, *en route* for Trieste, says the Calcutta *Daily News* of the 6th instant. At Hongkong the prisoner made his escape, but was recaptured. After leaving Colombo, between Trevandrum and Quilon, and in close proximity to a fleet of fishing boats, the prisoner jumped overboard. A cutter was at once lowered, but before the man could be reached, he had been picked up by a fishing-boat, whence he was taken back on board. The man could not swim, but before taking a "header" into the briny deep he had concealed a life-buoy round his waist.

A GREAT deal of time was taken up at the meeting of the Sanitary Board held this afternoon with the discussion on Mr. F. A. Cooper's motion in regard to the duties of the Assistant Sanitary Surveyor who, it appears, will henceforth make himself more generally useful. Letters were submitted to the meeting from the Colonial Secretary in respect of the removal of old and useless drains from the public streets and the separation of the offices of the Secretary and Sanitary Superintendent; but as the meeting adjourned at a very late hour we are obliged to hold over a report of the discussion until to-morrow.

A ROYAL message sent by the King of Korea to the Japanese forces in China is said to be to the following effect:—"To His Imperial Japanese Majesty's Army and Navy in the expedition to China:—Since His Imperial Japanese Majesty declared war against China with a view to preserving the independence of My Kingdom and secure the peace of the Orient in general the Army and Navy of His Imperial Japanese Majesty have achieved great victories both on land and sea. This is chiefly attributable to the dignity of His Imperial Japanese Majesty, but also, in a great measure, to the loyalty and bravery of the officers and men of His Imperial Japanese Majesty's Army and Navy. I, the King of Korea, specially despatch my Minister of State for War to express the most sincere congratulations and thanks of myself and of my subjects to the officers and men of His Imperial Japanese Majesty's Army and Navy."

CONJECTURES are now beginning to be formed as to the next operations that the First Army will undertake, says the *Japan Mail* of the 14th instant. It is tolerably evident that the First and Second Armies are to act independently. The Second Army now consists of three Divisions, the Tokyo Division, the Sendai Division, and the Kumamoto Division. To these will soon be added the Imperial Guards, so that, if we suppose the Divisions to be brought up to their war strength, the Army will aggregate about 70,000 men. The First Army consists of two Divisions, the Hiroshima Division and the Nagoya Division, its total strength being thus 40,000 of all ranks. Our readers will have observed that in the reports referring to the spoils taken by a Brigade of the Second Army at Yingkow, it was stated that all articles too large to be easily transported were to be handed over to the First Army. From that alone it is plain that while the First Army remains in Manchuria, the Second is to employed on some over-sea expedition. What then will the First Army do? The armies hitherto massed on its west and south, namely those of Wu and Sung, have been completely broken up and scattered, and the only forces remaining to be disposed are the Liaoyang Army which received a crushing blow from Katsura on the 28th ult. and following day, and the remnants of the Tartar Army stationed among the hills eastward of Fenghwan and Motien. It cannot be supposed that the First Army will remain idle, but whether it will push westward, or whether it will advance to the north against Liaoyang and Moukden, we do not pretend to say.

A MILITARY correspondent of the London *Globe* says Sir Charles Dilke and Mr. Spenser Wilkinson are about to bring out another edition of *Imperial Defence*. A portion of the second part will be re-written, but the general principles remain the same—a home service army of three years with the colours, and seven with the reserve; a specially-enlisted long-service army for India, under the control of the Indian Government; another force of long-service men, preferably marines, to garrison the naval bases, or, in other words, the Colonial stations now garrisoned for the benefit of the fleet; and the Militia and Volunteers to be formed into separate army corps, each with its own generals, transport, and commissariat. In view of the present state of feeling in England, many of these proposals are impracticable. For instance, with the difficulty that exists at present inducing any men to re-engage for twelve years' service or pension, where are the 70,000 men to be found who will enlist for long service in India? The authors propose to transfer the cost of the Colonial garrisons for military to naval funds, and raise 28,000 additional marines for the duty. Unless I am very much mistaken, there is, notwithstanding the popularity of the corps, no great ease in procuring 14,000 marines for their present requirements, so that the talk of procuring yet another 28,000 is somewhat wild. The feeling of the class from which recruits are obtained for the Army being pronounced against anything like long-service engagements, I am certain that Sir Charles Dilke and Mr. Spenser Wilkinson would be conferring a benefit on the nation by letting the Inspector-General of Recruiting into the secret of obtaining, in addition to the large home service army, an Indian long-service army of 70,000 men and a Colonial garrison of 28,000 long-service men.

W. ROBINSON & Co., piano builders, tuners and repairers.

THE French [illegible] Amoy on the 25th instant.

MR. W. S. BRAMSTON, the popular engineer of the Hongkong Gas Works, left for home by the *Ravenna* to-day on six months' well earned leave.

A MEETING of the Legislative Council was held this afternoon, but as we are working very short-handed at present and had other urgent business to attend to our report of the proceedings is held over till to-morrow.

THE Canadian Pacific Railway Co.'s steamship *Empress of Japan* arrived at Kobe at 6.30 a.m. on Wednesday, the 27th inst., and left again for Yokohama at 6 a.m. this morning, where she is due at 7 a.m. on Friday.

"NO news is good news," so presumably, as we have received no news of Li Hung-chang during the past forty-eight hours the condition of the aged Viceroy is not critical and he is therefore able to continue the performance of the important duties entrusted to him by the Emperor Kwang-su.

WE are courteously informed by the Manager of the Chartered Bank of India, Australia and China that he received this morning the following telegram from the London office of his Bank:—"At the approaching meeting of shareholders of this Bank the Directors will recommend a dividend for the past half-year at the rate of nine (9) per cent. per annum, free of Income Tax, and carry to Reserve Fund £50,000."

NEW Comic Song and Dance Albums at W. Robinson & Co.

YESTERDAY afternoon in Macdonnell Road, Kowloon, opposite the Naval Dockyard, a fatal accident happened. It appears that the Public Works Department were digging a trench, which at the time of the catastrophe had been made 7ft. deep by 3ft. wide. The excavation was not "propped" and soon fell in, burying three Chinese coolies. Two of them were so seriously injured that they had to be removed to the Government Civil Hospital at once, where one of them died last night, and the other this morning. The contractor was brought up before Mr. Hastings at the Police Court to-day, and after considerable evidence was led the case was remanded till the 30th instant.

ON the 9th instant, says the *Japan Mail*, there was launched at the Government Ship Building-yard a steel cruiser. While the ship was sliding down the ways, Captain Tajiri, who was on the upper deck of the ship forward, pulled a string which opened a large paper bag at the bow, and set at liberty a lot of pigeons, some small balloons, and numerous strips of coloured paper and streamers. The dimensions of the *Suma* are as follows: Length, 91.500 mètres; breadth, 12.00 mètres; draft forward 4.200 mètres, and aft 5 mètres; displacement, 2,700 tons; horse-power, 8,500; boilers, 8; indicated speed, 20 knots. She carries two 15-cent. and six 12-cent. Armstrong quick-firing guns, twelve 47-mill. quick-firing Hotchkiss guns; four repeating Nordenfeldts, and two torpedo-tubes. Her keel was laid down in August, 1892, and the fitting of her machinery and armament will be completed by December next. She will cost, when ready for sea, *yen* 1,707,500.

THE *Singapore Free Press* expresses the opinion—and it is one which the *Hongkong Telegraph* cordially endorses—that the Honorable T. A. Whitehead, of Hongkong, never did a better thing in his life than the production of that able paper which lays bare, so that all men may see, the causes that threaten soon to shake British industry almost to its fall. The wounds from which the life-blood of British commerce is flowing he has stripped of the swathings that conceal, but do not staunch the deadly drain. Marshalling figure on figure, and fact on fact, Mr. Whitehead has shown only too plainly that what Britain loses daily is daily adding to the tide of the productive prosperity of Japan and other silver-using countries, who are yet at the mere beginnings of their industrial development. So long as experts squabble about currency theories the dust of the contest merely serves to obscure the too significant realities lying around. It is to these Mr. Whitehead compels attention; and, attention gained, they are serious enough to give pause to the most hardened monometallic partisan. It is not only the gradual ousting of Britain from the markets that has to be faced, but the complete industrial defeat looming in the future which is implied in the possibility that silver using countries will offer to supply to Britain what Britain has earned her living by supplying to others. That is what the British employer and the British wage-earner has to face, and until this position is seen and fully understood each day sees a deterioration in the condition of home industries, and strengthening of the industries of our deft, laborious, and intelligent Asiatic rivals, whose number alone swamp England's artisans over and over again.

INTERESTING SHIPPING REPORT.

THE VOYAGE OF THE "ARDGAY."

The navigating officer of the *Ardgay* reports as follows:—On March 17th at 10 a.m. left Pasaruan for Hongkong, encountered light northeasterly breezes and passing rain squalls through Madura Straits, and across the Java Sea to the Brothers; thence up the Macassar Straits had light to moderate northerly breezes with heavy rain squalls and cloudy weather, and when approaching the land of Celebes passed a Dutch surveying-vessel at anchor, with launch and boat's crew at work, in lat. 3.23½ deg. south and long. 117.55½ east; cleared the North Watcher at 4 p.m. on the 20th instant, and proceeded across the Celebes Sea with calms and light variable airs. Entered the Straits of Basilan at 0.30 p.m. on the 22nd, and passed through Samboangan Roads at 3 p.m., where lies the picturesque and most healthy little city in the Phillippines; four Spanish gunboats moored off same; thence on opening out and proceeding up the Sulu Sea fresh to strong north-north-east breeze and cloudy, hazy weather with moderate northern sea was experienced; passed the American ship *Governor Robie*, of Bath, at 4 p.m. on the 23rd, in lat. 10.25½ deg. north and long. 121.31 deg. east. Through the Mindoro Straits to Cabra had light gentle to moderate variable breezes and clear weather; clearing had light winds at 5 p.m. on the 24th; thence up the coast of Philippines and across the China Sea had calms and light northerly airs with hazy weather to lat. 20.67 deg. north and long. 115.36 east, when the weather became very thick with light northerly airs, and on approaching Waglan dense fog set in; anchored off same at 5.55 p.m. on the 27th, and proceeded to Hongkong at 5.30 a.m. on the 28th; Weather clearing up, with a strong breeze from the north. The fog gun at Waglan is seemingly not in working order, as it was not heard at its fully distance.

PUBLIC MEETING AT THE CHAMBER OF COMMERCE.

THE PLAN OF CAMPAIGN.

At the Chamber of Commerce this afternoon, at 4.30, there was a large gathering of prominent citizens of the colony to consider the present labour crisis.

There were present prominent representatives of every European section of the community of Hongkong. The large audience hall was crowded to the fullest and around the walls the rows were two and three deep.

The meeting organised by choosing Mr. J. J. Keswick as chairman, who, in a few pointed yet most considerate remarks stated the object of the meeting, and suggested the desirability, after discussion by those present, of appointing a committee to consider the serious situation that had thus suddenly been forced upon them. Then followed Messrs. E. Mackintosh, D. Gillies, Capt. R. M. Rumsey, and Messrs. G. B. Dodwell, Granville Sharp, C. S. Taylor, H. L. Dennys, G. B. Dodwell, and finally, upon debate ceasing, the Chairman proposed the selection of a Committee of five or seven who should put themselves in communication with the Government and agree upon some plan of operation which would best meet the present emergency.

The names of the following gentlemen were duly moved and seconded as members of that committee and were all unanimously elected, with power to add to their number if necessary:—Messrs. J. J. Keswick, E. Mackintosh, D. Gillies, N. A. Siebs, G. B. Dodwell, H. L. Dennys, St. C. Michaelsen.

There were different ideas advanced by the several speakers, which are crowded out of to-night's issue; but the main sentiment of the meeting was to stand by the Government in the present crisis, and study the best way out of the difficulty. One speaker advocated learning exactly what the Chinese wanted and, if reasonable, coming to an understanding with them. Another said "Have nothing to do with them." A third said, "Import at once 2000 or 3000 Japanese or Indian laborers;" a fourth was for declaring martial law at once. Out of all these varying opinions, we hope the committee will be able to find for us an early and satisfactory escape from the present trouble.

THE STRIKE.

The strike seems to be losing its backbone and the merchants are slowly and surely gaining the upper hand. The aggressive disturbances are practically over and in several cases, such as Kowloon and Quarry Bay, coolies are returning to duty. Shippers are making arrangements to handle their cargoes elsewhere, or, if here, with other than Chinese coolie aid. Chinese charterers are beginning to feel the shoe pinch, since they have to foot the bill for all unnecessary delay—their charter-parties not containing mention of emergencies created by strikes. Convicts are warehousing coal in Wanchai for the Douglas Company; the Rifles are still helping out the British mail steamers in Kowloon and in the Jardine Matheson and Butterfield and Swire's Sugar Works in Wanchai and at Taikoo. Men of the Hongkong Regiment are also assisting in Kowloon and on board vessels in the harbour.

Although the *Ravenna* had a hard fight to get away, and was delayed six hours, yet by great push, she cleared at 6 p.m. and got out to sea before dark.

The coolies in the three docks—Aberdeen, Hungham and Cosmopolitan—are said to have struck, although we learn that in two of them some of the men are returning, despite the intimidations of their ringleaders. Thus it will be seen that things while subsiding are still lively, but the attacking coolie horde is feeling the telling shots from the Government and civilian strongholds, and it is only a question of a little time until they will bury the hatchet and return to their work sadder but wiser men.

CHINA SUGAR REFINING COMPANY, LIMITED.

At noon to-day the annual general meeting of shareholders of the China Sugar Refining Company, Limited, was held at the offices of the General Agents, Messrs. Jardine, Matheson & Co. The Hon. J. J. Keswick presided, and there were also present the Hon. E. R. Belilios, C.M.G., Messrs. F. A. Gomes, D. R. Sassoon, A. G. Wood, St. C. Michaelsen (Consulting Committee) R. C. Wilcox, J. J. Bell-Irving, D. Landale, G. Fenwick, W. A. Cruickshank, C. S. Taylor, Captain A. Tillett, K. McK. Ross, Ho Tung, Ho Fook, and J. Barton, Secretary.

The Chairman said,—Gentlemen, with your permission we will, as customary, take the report and accounts, which have been in your hands some days, as read. The course of business during last year was marked by incidents happily uncommon, and, taken altogether, unparalleled in the history of the Company. During the earlier spring months the output at the works was curtailed owing to an insufficient supply of water caused by the exceptionally dry weather which lasted into the month of May and seriously interfered with business. No sooner had rain fallen and a supply of water been obtained than the outbreak of the plague caused a temporary stoppage of the Refinery, owing to a strike among the coolies, who refused to work. Following upon this came the China and Japan war, which immediately caused a cessation in the demand for sugar in the northern markets of the former country and, to a lesser extent, in Japan also. In the meantime the prospects of a large increase in the production of Beet Sugar had begun to tell upon that market and the price fell heavily during the early autumn months, until a level was reached absolutely unknown before in the history of the industry. The consequence of this was a corresponding fall in sugar everywhere, which has rendered shipments to most of our outlying consuming markets, during the past few months, unprofitable and it is difficult to make a forecast of the results of our operations so long as the present hostilities continue. Under these circumstances, I hope you will agree with me that the result of the year's operations, as disclosed by these accounts laid before you, though not so good as we could wish, are nevertheless not unsatisfactory, considering the difficulties under which the business of the Company has been carried on. Our trade is inherently of a somewhat fluctuating nature, and we cannot always expect to see results such as those of the year 1891. I think, however, that the result of the year's working should teach us the expediency of being moderate in our distribution of profits in exceptionally good times, in order that we may have something to fall back upon in times not so prosperous. I am happy to say that one of the difficulties with which we had to contend during the earlier part of last year is likely to disappear in future, as we have obtained a suitable site for a reservoir at a moderate cost, and when this is completed, the dry weather supply of water should be sufficient for all our needs. Before moving the adoption of the Report and Accounts I have pleasure in acknowledging the zeal and assiduity displayed by the Company's staff at the various establishments, especially during the time of the plague, when much extra work was thrown upon the Europeans employed at the Refinery; I had hoped that no exceptional calls would soon be again made upon their services, but I regret to say that the present labour strike is causing us great trouble and loss and it is quite impossible, apparently, to form any idea how long it may last. The daily loss to the Colony must be enormous and it is to be hoped some means will be devised for preventing the recurrence of such incidents. Before moving the adoption of the Report I shall be happy to answer any questions which may be put.

There being no questions, it was moved by the Chairman and seconded by Mr. R. C. Wilcox that the Report be approved.

Carried unaminously.

Mr. Taylor then moved and Mr. Bell-Irving seconded that the Consulting Committee consist, as before, of Messrs. E. R. Belilios, F. A. Gomes, D. R. Sassoon, A. G. Wood and St. C. Michaelsen.

Carried unaminously.

Mr. Fenwick moved and Mr. Cruickshank seconded that Messrs. J. Arnold and F. Henderson be re-elected auditors.

Carried unaminously.

The Chairman then said that this concluded the business of the meeting. He thanked the gentlemen present for their attendance, and added that Dividend Warrants would be ready to-morrow.

LUZON SUGAR REFINING CO.

This afternoon the thirteenth ordinary annual meeting of the Luzon Sugar Refining Company, Limited, was held at the offices of the General Agents, Messrs. Jardine Matheson & Co. Mr. J. J. Keswick presided, and there were also present Messrs. E. R. Belilios, J. H. Cox, D. Landale, Ho Tung, C. S. Sharp, K. McK. Ross, C. S. Taylor, W. A. Cruickshank, and J. Barton, Secretary.

The notice calling the meeting was read and the Chairman in presenting the report for confirmation said:—Gentlemen, with your permission we will, as usual, take the Report, which has been in your hands some days, as read. When addressing you last year I mentioned that I hoped the accounts of this year would be more satisfactory than those we were then able to present to you, and that indications in this direction were not altogether wanting. I am happy to say that our hopes have not been misplaced and that the results of the working show a distinct improvement on those of the three preceding years. The demand from Spain, which as you are aware is our chief consuming market, continued steady at fairly remunerative prices during the year and I am happy to say that it has continued into this year. I do not know that there is anything that I can usefully add to these remarks, but I readily record the appreciation felt by the Consulting Committee and General Agents of the efforts made by the Manila Agents and staff on behalf the Company. Before moving the adoption of the report and accounts, I shall be happy to answer any questions that may be put.

Mr. Belilios—Mr. Chairman, will you kindly inform me whether or not the accounts have been audited in Manila, and if they have not so been, I believe it would be desirable that they should be, because all the items, books and vouchers of these accounts are kept at Manila.

The Chairman—The accounts, as you are aware, are audited here, but the way in which the auditing is done is this: exact copies of all the expense items and other financial transactions are sent here and entered in our duplicate set of books and from these entries the accounts are audited; and, since there has never been any objection to this course, it has always been supposed that it was entirely satisfactory, but, now, in view of your suggestion the attention of the Manila agents will be called to the matter to verify the auditings.

Mr. Belilios:—It seems to me there ought to be an independent accounting and that such an accounting should be made by some one there.

The Chairman:—If it is the wish of the shareholders that the Manila agents should make such a separate accounting, we can ask them to do so at once.

Mr. Belilios:—Do you wish me to put this suggestion in the form of a motion?

The Chairman:—If the shareholders so wish, it can be put in the form of a motion, but I do not think it will be necessary.

Mr. Belilios:—I am very much obliged for the attention to be given to this matter, and I now take pleasure in seconding the adoption of the Report.

Carried unanimously.

It was then moved by Mr. Sharp and seconded by Mr. Taylor that Messrs. D. Gillies and J. H. Lewis be re-elected members of the Consulting Committee, which was also unaminously carried.

It was next moved by Mr. Cox and seconded by Mr. Cruickshank that Mr. T. Arnold be re-elected auditor.

Unanimously agreed.

The Chairman then said—This, gentlemen, concludes the business of the meeting, and I thank you for your attendance. The dividend warrants will be ready to-morrow.

THE DESTINY OF THE "FORBIDDEN CITY."

The following are the concluding paragraphs in the scheme drawn up by the Director of Public Works for the improvement of the resumed area in the notorious district of Tai-ping-shan. We publish Mr. Cooper's "plan of campaign" at the present time without comment, but at the earliest possible moment will express our views on this vitally important subject in no uncertain manner:—

The question therefore presents itself: how are the existing buildings to be dealt with? Some have advocated burning; some demolition of houses; others see no reason for either of these measures but are of opinion that, now that the houses have been disinfected and remained empty, thoroughly exposed to the fresh air for several months, they might with safety be repaired and re-occupied.

The advocates of total destruction by burning have apparently based such a recommendation to a large extent upon the fact that plague has not occurred in the City of London since the fire of September, 1666, immediately following the great plague of 1665, and also on the statement which was publicly made that the plague bacillus existed in the ground to a considerable depth.

I would point out that the epidemics of plague (some of which appear to have been of a similar nature to that now known as the bubonic plague) that ravaged England during the 14th, 15th, 16th, and 17th centuries, were not confined to the City of London, but extended more or less over the whole country, and with the one exception, that of the case of London, as far as I know, the plague has been banished from England by the enforcement of sanitary laws without resorting to fire.

Further, what was the condition of the City of London in 1665? Sanitation was practically unknown, the houses were erected in narrow streets and built entirely of wood. Indeed, to those who have read the Address of Captain Sir Douglas Galton to the Society of Arts in 1886, the then chairman of that society, reviewing the history and progress of sanitation in Great Britain since the accession of Her Majesty Queen Victoria, it cannot but be apparent that the City of Victoria, with all its sanitary defects in many respects, from a sanitary point of view is not nearly so bad as most cities and towns in England were at the commencement of the present century.

As regards the existence of the plague bacillus, Dr. Yersin, before leaving this Colony, expressed his desire to correct a mis-statement, and stated that he had only discovered the bacillus of plague at a depth of 2 inches below the surface in the infected districts and not at a depth of a foot or 18 inches as reported. (*Hongkong Weekly Press*, August 8th, 1894.)

The heat developed even by such a general conflagration as suggested would not penetrate below the surface of the soil to any practical extent.

We next come to the total destruction of the buildings. As it happens, the project for relaying out the district practically necessitates the total destruction of all the buildings with few exceptions, the reconstruction of the streets, and the erection of new houses; such operations will involve the turning over of nearly the whole of the ground surface and removal of the existing old drains, so that this point need not be further considered now.

As to the repair and occupation of the existing premises, such a course only appears applicable in a few cases, and, in view of the re-opening of upwards of 350 houses closed during the epidemic and the provisions of Ordinance 15 of 1894, I cannot at present see how any logical objection can be sustained to repairing and re-occupying the comparatively few houses that it is proposed not to destroy. And further, in view of the experiments conducted by Professor S. Kitasato during his visit to Hongkong last year as described in his preliminary notice of the bacillus of bubonic plague, there would seem little probability of the existence of the bacillus in these premises after the provisions of the above mentioned Ordinance have been enforced. I therefore propose, if this project is approved, to commence operations as follows:—

(a.) In block *A*, clear out of the houses all *débris* and light wooden work, such as cubicles and cocklofts, and cause the same to be removed and destroyed.

(b.) Advertise for tenders to clear the whole site of block *A* and sell the materials.

(c.) Remove the buildings over Yun Wo Lane, improve the lane and sell the houses and site as they now stand, retaining the lane for the public use.

(d) As soon as block *A* has been cleared and the street constructed, put up the sites in this block to public auction.

I do not propose that the Government should level the sites or construct the retaining walls beyond what is necessary for the construction of the roads, such works to be carried out by the purchasers of building lots.

The total estimated cost of the improvements, including all drains, water mains, &c., is $83,000, materials on the ground being used as far as practicable in such works.

I shall address you further on the subject of premium and Crown rent and the erection of a new market and public latrines in this area.

I have the honour to be,
Your most obedient servant.
FRANCIS A. COOPER,
Director of Public Works.

The Honourable the Colonial Secretary.

VOLUNTEERING BREECHES.

(*Tune:—"The Girl I left behind me"*).

1
Jan, he is a volunteer,
A volunteer is he,
Jan's won his breeches, done his drills,
Recruit no more to be.

2
Of hard thick felt, these pants are made,
And baggy round the knee.
Ye ken they fit his stomach tight,
But the stern is somewhat free.

3
Excepting when he kneeleth down,
His foresight for to see,
Oh! then the stitches blithely play,
A tuneful melody.

4
Of castanets they'll make you dream,
Or nigger minstrelsy;
I've heard 'em play "The Bogie Man!"
Then Jan he swore right free.

5
No pockets have these hard felt pants,
No pockets, but you see
Jan puts his baggage on his chest,
To give rotundity.

6
His handkerchief and choice cigars,
Lie on his left nipple,
And on his right, of brand "Three Stars,"
Resteth a flask of tipple.

7
Their pristine beauty, classic cut,
Appears at funerals,
When Jan, his leggings doth discard,
And frequently his numerals.

8
Oh! have you seen the canvas bags,
Which the stokehole ventilate,
That droop and flap aesthetic wise,
Abaft the engine plate?

9
Jan, he is a volunteer,
A volunteer is he,
He's won his breeches, done his drills,
Sic transit gloria mundi.

"PRIVATE VIEW" in *Shanghai Mercury.*

TIENTSIN NOTES.

(FROM OUR SPECIAL CORRESPONDENT.)

TIENTSIN, March 14th.

Yesterday at 5 p.m. H. E. Li and staff went on board the *Kungyi* (late *Haian*). The Envoy is accompanied by Mr. Wu Ting-fang as Secretary of Legation, he having been promoted on his return from the late Mission. China could not have secured an abler man. The Mission is accompanied by the Hon. Mr. Foster and Mr. Pethick, who has been an old friend of Li's. There are others, but in less prominent capacities. The *Li-yü* has also gone with a staff of deputies.

There is great discontent amongst the troops at Shanhaikwan, who are deserting and robbing on all sides. It is said that they yesterday captured two Japanese, or Koreans—they did not know which, as they did not understand their speech.

Some short time ago I mentioned that the Railways were to be given over to Mr. Detring as the security for an alleged loan from him of six million taels. The deed was said to have been signed by Chang Ye-mao, the head director, without the authority of his co-directors. Germans are no longer in favour with Li or his successor in the Viceroyalty, Wang Wen-shao, and on the matter coming to the latter's ears before his going to the farewell reception on Li Hung-chang's departure, he at the meeting asked the latter in the presence of the assembled officials if he were cognisant of the sale of the railway. Without waiting for Li's reply, and in the presence of Chang Ye-mao, he stated publicly that such a thing would not occur as long as he was in office, and asked Chang if he remembered what took place at the time Ma Mei-sui sold the fleet, adding that if he (Chang) did not take care, he would find himself served the same way.

On the recent visit of Messrs. Detring and von Hanneken to Peking they made certain charges against Li Hung-chang, attributing to his mismanagement of affairs the defeat of the Chinese armies. This had some effect with the Tsungli Yamên, who sent for an old servant, an Englishman, not now in their employ. He gave a different version of the story, alleging that Viceroy Li had been certainly misled by those whom he trusted. It was not right, he added, to kick a man when he was down, and the Viceroy's deserved a better fate at the hands of those he had befriended. However, consonant with native ways, the thing seems to have been overdone, and the Yamên took the advice to heart. If, they thought, his friends have done this to Li, they may do likewise to us. They reported the conversation to Li, who sent to thank his unknown friend.

As regards the blame, it must be shared by both sides, as well by those who told Li at the time of the French trouble that the fortifications at Port Arthur were impregnable, as by the Viceroy. The fortifications, strong in front, were indefensible from the rear, and this had been pointed out to the Viceroy at the time, but the advice had been set aside as dictated by jealousy. The result has not been favourable to Major von Hanneken's military reputation, since the true state of affairs has come out.

It has been snowing here for the last two days and in many places the drifts lie two feet deep; on the level the snow lies to a depth of from 8 inches to a foot. The new Viceroy, Wang Wen-shao, is rising in popular estimation owing to his having removed many restrictions which pressed on the people. He has forbidden the grain merchants raising their prices, and has imported from the South wheat, rice and beans, which he supplies by tickets to each family as required at Shanghai prices. The people think highly of this and are loud in their praises of him. Pauperism was increasing at such a rate that it is possible this may save a rebellion, as the poor were in great straits and disaffection was spreading.

March 16th.

On Monday at 3 p.m. Mr. von Hanneken was married at the Roman Catholic Church to Miss Elsa Detring, both bride and bridegroom being of that religion. Some unpleasantness was at first caused by the officers of the disbanded corps not being invited. They had without the bridegroom's knowledge subscribed for a splendid piece of plate, which arrived late for the wedding. All has been, however, satisfactorily settled, and regrets buried in a sumptuous banquet.

There was a large attendance yesterday at the Envoy's departure of officials and others; it was remarked that neither Mr. Detring nor Mr. von Hanneken appeared. The question is, now that the Mission has started, does China really mean peace, and is she prepared to accede to Japan's terms? I fear she is not, and that the Mission will not prove a success. My own idea is that the war will only end with the intervention of the three Powers most interested, and should Japan still continue her boasting she may find Great Britain and Russia taking the bull by the horns. In such a case they might find China a useful ally as she is by no means exhausted, and efficient officers who would know how to handle the disposed Chinese brave and inspire them with pluck are to be had. Should the Japanese refuse to make reasonable terms they may yet in China have to undergo a similar experience to that of Napoleon in Russia, for should the Emperor withdraw into the interior, though the Japanese may occupy Peking, China will not by any means be conquered. Meanwhile we must wait patiently to see the results of the Mission.—*Mercury.*

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. RODWAY, M.D., Butter-Knowle, Darlington. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong. —[*Advt.*

To-day's Advertisements.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 28th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 28th March, 1895. [378

NOTICE TO CONSIGNEES.

CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIP "EMPRESS OF CHINA." FROM VANCOUVER, &c.

CONSIGNEES of Cargo by the above Vessel, which arrived yesterday, are hereby notified that she will be discharged at once into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, from whence delivery will be given.

Goods remaining undelivered after the 3rd April will be subject to rent, and Claims must be made before that date, after which none will be admitted.

All Cargo is landed at Consignees risk and no Fire Insurance will be effected by this Company.

Bills of Lading should be presented to the Undersigned for countersignature.

D. E. BROWN,
General Agent.

Hongkong, 28th March, 1895. [400

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship "CARMARTHENSHIRE," Captain Richards, will be despatched for the above Ports on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 28th March, 1895. [209

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE ....TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

Intimations.

WATKINS
LIVER REGULATOR,
THE
UNIVERSAL VEGETABLE PANACEA
OF
CONCENTRATED EXTRACTS.

FOR THE SPEEDY AND PERMANENT RELIEF OF THE MOST HOPELESS CASES OF
DYSPEPSIA, JAUNDICE, CHILLS AND FEVER,
DISORDERED DIGESTION, GENERAL DEBILITY,
and many other Diseases caused by Vitiated Bile being taken up in the Circulation, and Distributed with the Blood through various parts of the Body for the want of a Proper Remedy to
REGULATE THE LIVER.

WATKINS & CO.,
THE APOTHECARIES' HALL, 66, Queen's Road Central.

51]

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(*On Shau-ki-wan Road.*)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [19

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day	$ 4.00
One person, per month	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further particulars, apply to

THE MANAGER,
New Victoria Hotel.

Hongkong, 16th March, 1895. [26

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
Proprietor.

23]

THOMAS' GRILL ROOMS,
(*Corner of Queen's Road and Duddell Street.*)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Terms:—

Breakfast ...per meal	$0.75...per Month		$12
Tiffin..........	$0.75...	"	$20
Dinner..........	$1.25...	"	$25
Breakfast, Tiffin and Dinner...		"	$45
Breakfast and Tiffin		"	$30
Tiffin and Dinner		"	$40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.

Hongkong, 14th June, 1894. [57

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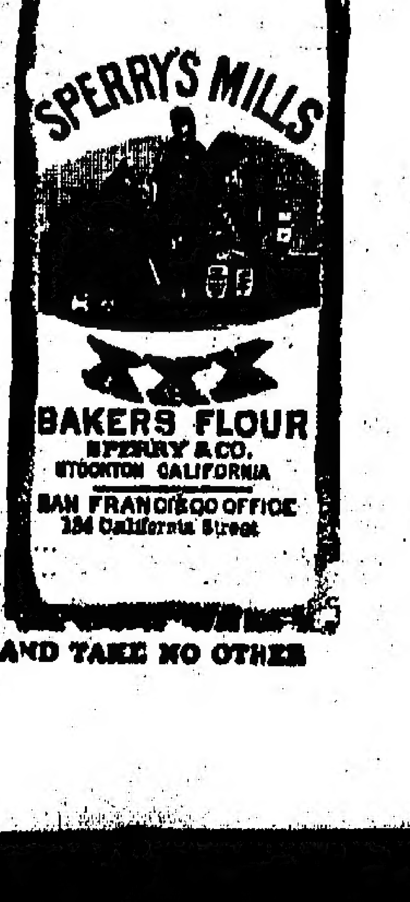
IF YOU WANT GOOD BREAD
USE



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EXCEPTIONAL PURITY
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EXCELLENCE.

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Hongkong, 3rd January, 1894. [28

NOTICE.

THE "BOKHARA" DISASTER.

A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER,

With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thales*, official reports of the Chief Officer, the *Ancona*, and H.M.S. *Porpoise*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.

(All carefully Revised and Edited).

THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.

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Orders should be sent in to

THE MANAGER
Hongkong Telegraph Office,
Pedder's Hill.

Hongkong, 26th October, 1892.

To be Let.

TO LET,
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THE COMMODIOUS HOTEL "BOA VISTA." The HOTEL is well Furnished and Possesses a well-appointed full-sized THURSTON'S BILLIARD TABLE.

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Macao, 25th March, 1895. [399

TO LET.

DWELLING HOUSES:—
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Apply to
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Hongkong, 5th March, 1895. 17

ONE BOX OF CLARKE'S B 41 PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [118

[illegible] Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank.—174 per cent., sales and sellers.
The National Bank of China, Ld.—on £8.0.0. paid up—$21, sales.
The National Bank of China, Ld.—Founders shares, nominal.
The [illegible] China, Japan & the Straits, Ld.—[illegible]
The [illegible] Japan & the Straits, Ld.—[illegible] £5 buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E.—11 per cent. [illegible]

MARINE INSURANCES.

Union Insurance Society of Canton—$157½ per share, buyers.
China Traders' Insurance Company—$67 per share, sellers.
North China Insurance—Tls. 212 per share, sales and buyers.
Canton Insurance Company, Limited—$160 per share, sales and buyers.
Yangtsze Insurance Association—$104, buyers.
On Tai Insurance Company, Limited—Tls. 15 per share.
The Straits Insurance Co., Ld.—$20½ per share, sales and sellers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$175 per share, buyers.
China Fire Insurance Company—$78 per share, buyers.
The Straits Fire Insurance Co., Ld., $2 per share, buyers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—$33 per share, sellers.
China and Manila Steam Ship Company—$60, sellers.
Indo-China Steam Navigation Company, Limited—$45, sellers.
Douglas Steamship Company—$49, sellers.
China Mutual Shippers Co., Ld.—(Preference)—£7 per share, buyers.
China Mutual Shippers Co., Ld.—(Ordinary)—£1 per share, buyers.

REFINERIES.

China Sugar Refining Company, Limited—$135 per share, buyers.
Luzon Sugar Refining Company, Limited—$48, buyers.

MINING.

Punjom Mining Co.—(Ordinary)—$6 per share, sellers.
Punjom Mining Co.—(Preference)—$1.75 per share, buyers.
The [illegible] Mining Co., Limited—$4½ per share, buyers.
The [illegible] Gold Mining Co., Limited—[illegible], sales and sellers.
Société [illegible] des Charbonnages du Tonkin [illegible] share, sellers.
The [illegible] Mining and Trading Co., Limited—$1.25, sellers.

WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—92 [illegible], buyers.
Gov[illegible] Co., Limited—$15 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—$39 per share, sales and sellers.
Wanchai Warehouse Co., Ld.—$37½ per share, sellers.

HOTELS.

Hongkong Hotel Company—$9 per share, buyers.
Hongkong Hotel Co.'s Six per cent. Debentures [illegible]
The [illegible] Co., Limited—nominal.

LANDS AND BUILDING.

The [illegible] Land Investment Co., Limited—[illegible] sellers.
The [illegible] Land Investment Co., Limited—[illegible], sales and buyers.
The [illegible] Buildings Co., Limited—$15 per share, buyers.
Hongkong Estate and Finance Co., Ld.—$14 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$9½, buyers.
D[illegible] Co., Limited—$1 per share, buyers.

MISCELLANEOUS.

H[illegible] Dairy Farm Co., Limited—$5½ per share, buyers.
H[illegible] Co., Limited—$4½ per share, sellers.
[illegible] Manufacturing Company, [illegible] $121 per share, buyers.
H[illegible] Company—$125 per share, buyers.
H[illegible] Company—$76 per share, buyers.
Hongkong and China Bakery Company, Limited [illegible] sellers.
The [illegible] Cement Co., Limited—[illegible] buyers.
The [illegible] Co.—$8, buyers.
The Hongkong Electric Light Co., Limited—$1.75, sellers.
The Hongkong High-Level Tramway Co., Limited—$70, buyers.
Campbell, Moore & Co., Ld.—$2 per share.
Bell's Asbestos Eastern Agency, Limited—£1 shares; 15s. paid; $8.75, buyers.

EXCHANGE.

On LONDON—Bank, T. T. 2/0⅝
Bank Bills, on demand 2/0⅝
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Credits at 4 months' sight......2/1⅛
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On PARIS—
Bank Bills, on demand 2.60
Credits, at 4 months' sight 2.66

On INDIA:—
T. T. 188½
On Demand 189½

On SHANGHAI—
Bank, T. T. 71⅝
Private, 30 days' sight 72⅝
Sovereigns (Bank's buying rate)..$9.50
Silver (per oz.) 29 3/16

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Salazie*, with the outward French mail, left Singapore on the 27th instant at 6 p.m., and may be expected here on the 3rd proximo.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Gaelic*, with mails, &c., from San Francisco on the 5th inst., left Nagasaki on the 27th at 6 a.m., and may be expected here on the 31st.

THE AUSTRALIAN MAIL.

The E. E. & A. Steamship Co.'s steamer *Airlie*, from Australia, left Port Darwin on the 23rd instant, and may be expected here on the 1st proximo.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Victoria* left Victoria, B.C., on the 23rd instant for Yokohama and Hongkong.

STEAMERS EXPECTED.

The Navigazione Generale Italiana steamer *Bisagno*, from Bombay, left Singapore on the 21st instant, and may be expected here to-morrow.

The P. & O. S. N. Co.'s steamer *Bombay*, from Bombay, left Singapore on the 22nd instant, and may be expected here to-morrow.

The 'Glen' line steamer *Glenogle*, from Antwerp and London, left Singapore on the 24th instant, and may be expected here on the 31st.

The Ocean Steamship Co.'s steamer *Palamed* left Singapore on the 26th instant, and may be expected here on the 1st proximo.

VISITORS AT THE HONGKONG HOTEL.

Mr. and Mr. G. F. Adamson.	Mr. and Mrs. L. H. Jerome and maid.
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Mr. J. H. Banker.	Mr. Kirkwood.
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	Count C. Lerche.
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Mr. J. D. Clark.	Mr. J. de Navarro.
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	Mrs. Ommaney.
Mr. H. E. Crawford.	Mr. W. Parfitt.
Captain Croad.	Mrs. & Miss C. Phelps.
Mr. W. L. Dart.	Mr. S. Phelps.
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Mr. W. A. Duff.	Princess Pravasswasti.
Mr. G. Fenwick.	Mr. Hluang Sathit.
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Mr. Geo. Gottsberger.	Miss E. C. Smith.
Mr. W. D. Graham.	Mr. J. A. Smith.
Mr. J. W. Groves.	Mr. & Mrs. J. P. Thomas and child.
Mr. R. S. Gunn.	
Mr. C. Harris.	Mrs. & Miss Townshend.
Mr. A. Haupt.	Mr. W. S. Wyles.
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Mr. F. G. Becke.	Mr. B. Layton.
Mr. J. G. Buckle.	Mr. F. D. Maclean.
Mr. J. A. E. Chaudet.	Mr. Medhurst.
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Mr. H. Crombie.	Mr. J. Rankin.
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Mr. W. S. Harrison.	Mr. A. B. Skottowe.
Mr. Geo. Holmes.	Rev. and Mrs. Vallings.

CHINA COAST METEOROLOGICAL REGISTER.

27th March, 1895.—At 4 p.m.

STATIONS.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	29.76	38	...	SSE	3	o	...
Tokio	29.96	...	...	S	1	...	...
Nagasaki	29.78	67	90	SW	8	o	...
Shanghai	29.89	51	93	NW	1	od	...
Foochow	...	...	...	...	...	...	...
Amoy	29.82	76	73	SE	3	c	...
Anping	...	...	...	...	...	...	...
Swatow	29.83	75	...	S	4	b	...
Canton	29.80	79	82	SSE	3	o	...
Hongkong	29.83	76	80	SE	1	o	...
Victoria Peak	...	...	...	S	4	...	...
Gap Rock	29.83	...	...	SE	4	...	...
Macao	29.80	75	88	S	3	o	...
Hoihow	...	...	...	...	...	...	...
Haiphong	29.69	76	100	E	...	o	...
Bolinao	29.83	87	65	WNW	2	o	...
Manila	29.84	90	61	SSE	3	o	...
Cape St. James	...	...	...	...	...	...	...

28th March, 1895.—At 10 a.m.

STATIONS.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	29.73	3	85	N	4	o	0.04
Tokio	29.87	...	...	S	5	...	...
Nagasaki	29.89	50	91	W	3	r	0.50
Shanghai	30.30	48	83	NW	3	c	...
Foochow	...	...	...	...	...	...	...
Amoy	30.07	65	78	NE	3	od	...
Swatow	...	...	...	...	...	...	...
Canton	30.00	55	75	NE	4	o	...
Hongkong	30.09	59	74	NNE	1	od	0.80
Victoria Peak	...	...	...	...	...	...	...
Gap Rock	30.03	...	...	NNW	6	...	...
Macao	30.18	60	77	NNW	2	od	...
Hoihow	...	...	...	...	...	...	...
Haiphong	30.04	69	70	NNE	5	b	...
Bolinao	30.04	86	58	SE	3	b	...
Manila	...	...	...	...	...	...	...
Cape St. James	...	...	...	S	2	o	...

On the 28th, at 10.45 a.m., the barometer was rising, and strong north to north-east breezes, decreasing; wet, squally weather, prevailed.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew wet. 7—Rain in inches, tenths and hundredths.

F. G. FIGG, First Assistant.

Hongkong Observatory, 28th March, 1895.

Shipping.

ARRIVALS.

VLADIMIR MONOMACH, Russian cruiser, 5,500, Captain F. Rogestrensky, 27th March,—Singapore 19th March.

AMIGO German steamer, 771, Hundewadt, 28th March,—Bangkok 20th March, Rice.—Wieler & Co.

PARTHIAN, British steamer, 1,102, C. C. Thomson, 28th March,—Saigon 23rd March, Rice.—Ed. Schellhass & Co.

DONAR, German steamer, 1,015, B. Grundmann, 28th March,—Bangkok 20th March, General.—Lauts, Wegener & Co.

MACHEW, British steamer, 995, Geo. Anderson 28th March,—Bangkok 21st March, General—Yuen Fat Hong.

FOKIEN, British steamer, 509, W. Davis, 28th March,—Tamsui 24th March, Amoy 25th, and Swatow 27th, General.—D. Lapraik & Co.

OCEANA, German steamer, 1,628, T. Behrens, 28th March,—Kobe 21st March, General.—Siemssen & Co.

ARDGAY, British steamer, 1,080 D. Smith, 28th March,—Pasiaroean 17th March, Sugar.—Jardine, Matheson & Co.

CHINA, German steamer, 1,114, P. Voss, 28th March,—Saigon 24th March, Rice.—Melchers & Co.

CANTON, British steamer, 1,110, Sellars, 28th March,—Canton 28th March, General.—Jardine, Matheson & Co.

GIBRALTAR, British cruiser, 7,700, Captain MacLeod, 28th March,—Yokohama 21st March.

NANCHANG, British steamer, 2,500, E. Finlayson, 28th March,—Chinkiang 23rd March, Rice.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Hailoong, British steamer, for Swatow.
Canton, British steamer, for Swatow.

DEPARTURES.

March 27, *Tillie E. Starbuck*, American ship, for San Francisco.
March 28, *Holstein*, German str., for Whampoa.
March 28, *Propontis*, British str., for Whampoa.
March 28, *Prinz*, German str., for Yokohama.
March 28, *Carmarthenshire*, British str., for Singapore, &c.
March 28, *Ravenna*, British str., for Singapore and London.

PASSENGERS—ARRIVED.

Per *Fokien*, from Tamsui, &c.—Right Rev. Bishop Burdon, Mrs. Burdon, Mrs. Lun, Mrs. A. Lun, Mr. Rome.

Per *Nanchang*, from Chinkiang.—20 Chinese.

DEPARTED.

Per *Ravenna*, from Hongkong for Singapore.—Mr. and Mrs. W. Judd, child and governess. For Bombay.—Mr. W. P. Leahy. For London.—Messrs. J. P. Miller, Norman Mills, W. S. Bamsey, C. Robinson, and C. W. Hind. From Shanghai for Brindisi.—Mr. R. Tresilian. For London.—Mr. and Mrs. G. Miles, Mr. and Mrs. Nickalls and 2 children, Miss Yeats, Messrs. F. Williams, R. Buckle, J. Champion, S. Chilver, John McDonald, and D. McDonald. From Yokohama for Singapore.—Miss T. Uta, Miss O. Tsuchiya, and Mr. K. Tsudata. From Kobe for London.—Mr. M. Brown, Jr.

REPORTS.

The British steamship *Nanchang* left Chinkiang on the 23rd instant, and had light variable winds and foggy weather to Pedro Blanco; thence to port had moderate north gale with overcast, cloudy weather and choppy sea.

The British steamship *Machew* left Bangkok on the 21st instant. From Koh-si-chang to Pulo Obi had fresh south-easterly winds and hazy weather. From Pulo Obi to North Reef had fresh easterly winds and fine weather. From North Reef to port had moderate southerly winds and hazy weather.

The British steamship *Fokien* left Tamsui on the 24th, and had fine clear and calm weather to Amoy. Left Amoy on the 25th at 5 p.m., and had fine clear weather; at 9 p.m. when 30 miles south-west of Chapel Island, encountered a dense fog, nothing being seen or heard until 7 a.m. on the 26th, when the ship was brought up in 10 fathoms of water. Fog remained extremely thick until 1 p.m. on the same day, when it lifted and revealed the Cape of Good Hope ½ of a mile to the northward. Ship was then got under way and steamed into Swatow, arriving there at 2.10 p.m. Left Swatow on the 27th, and had clear weather to Chelang Point, where ship got into a dense fog, which held until 6 a.m. on the 28th, when it was dispersed by a north-west wind, accompanied with heavy rainy weather, which continued until arrival. In Amoy the steamships *Pekin*, *Formosa*, *Thales*, *Kwongmo*, and the French man-of-war *Alger*. In Swatow the steamships *Soochow* and *Loyal*.

Post Office.

A MAIL WILL CLOSE—

For Straits and London.—Per *Aden* to-morrow, the 29th instant, at 11.30 A.M.

For Singapore.—Per *Oceana* to-morrow, the 29th instant, at 3.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.

ACTIV, Danish steamer, 355, H. Hygom, 24th March,—Pakhoi 22nd March, General.—A. R. Marty.

ADEN, British steamer, 2,517, R. E. L. Hill, 26th March,—Kobe 17th March, and Shanghai 23rd, General.—P. & O. S. N. Co.

ANNANDALE, British steamer, 2,538, Milne, 24th March,—Samarang 11th March, Sugar.—Dodwell, Carlill & Co.

ARRATOON APCAR, British steamer, 1,392, J. E. Hansen, 26th March,—Calcutta 6th March, Penang 14th, and Singapore 18th, Opium and General.—D. Sassoon, Sons & Co.

AZAMOR, British steamer, 2,005, H. Nicholls, 27th March,—Kobe 21st March, General.—Nippon Yusen Kaisha.

BENMOHR, British steamer, 1,935, J. H. Clark, 25th March,—Saigon 21st March, Rice.—Gibb, Livingston & Co.

BOGSTAD, Norwegian steamer, 1,982, O. Thorlejornsen, 27th March,—Saigon 21st March, Rice.—Wieler & Co.

CONTINENTAL, Dutch steamer, 672, C. Schall, 25th March,—Manila 22nd March, General.—Wieler & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 27th March,—Vancouver 4th March, Yokohama 18th, Kobe 20th, and Shanghai 23rd, Mails and General.—C. P. R. Co.

FREJR, Danish steamer, 397, C. L. Strand, 15th March,—Pakhoi 12th March, and Hoihow 14th, General.—Arnhold, Karberg & Co.

HAILOONG, British steamer, 783, J. Roach, 26th March,—Foochow 22nd March, Amoy 23rd, and Swatow 24th, General.—D. Lapraik & Co.

HANG-LEONG, British steamer, 1,150, A. Fripp, 26th March,—Singapore 15th March, General.—Bun Moh.

HONGKONG, French steamer, 762, C. Bastran, 24th March,—Haiphong 21st March, Rice.—A. R. Marty.

MICHAEL JEBSEN, German steamer, 710, J. Bruhn, 23rd March,—Haiphong 21st March, Rice.—Wieler & Co.

NORGE, Norwegian steamer, 1,924, R. Paulsen, 18th March,—Batoum 1st Feb., Petroleum.—Order.

PALLAS, British steamer, 2,102, A. Murray, 23rd March,—Kutchinotzu 18th March, Coal.—Mitsu Bussan Kaisha.

PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 27th March,—Bangkok 17th March, and Koh-si-chang 19th, Rice and General.—Yuen Fat Hong.

PORT ADELAIDE, British steamer, 1,717, Morgan, 24th March,—Moji 19th March, Coals.—Dodwell, Carlill & Co.

RIVERSDALE, British steamer, 1,312, Ed. Peck, 25th March,—Moji 19th March, Coals.—Nippon Yusen Kaisha.

RUBENS, British steamer, 2,291, H. E. Draper, 25th March,—Barry Dock, *via* Singapore 15th March, Coals.—Admiralty.

TELLUS, Norwegian steamer, 1,630, J. Amundsen, 23rd March,—Saigon 17th March, Rice and Paddy.—Wieler & Co.

TRITOS, German steamer, 1,085, P. Cornelsen, 24th March,—Roakaan 11th March, Sugar.—Tung Kee.

TRIUMPH, German steamer, 674, Maller, 25th March,—Pakhoi 22nd March, and Hoihow 24th, General.—Chinese.

VERONA, British steamer, 1,876, C. H. S. Tocque, R.N.R., 25th March,—Yokohama 17th March, Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.

CHAROM WATTANA, Siamese bark, 656, J. Kock, 26th March,—Bangkok 7th Feb., Wood.—Chinese.

GEO. R. SKOLFIELD, American ship, 1,641, S. S. Dunning, 2nd March,—Newcastle, N.S.W., 5th January, Coal.—Butterfield & Swire.

KITTY, British bark, 803, Herd, 25th Feb.,—Quinhon 13th Feb., Salt.—Musso & Co.

LINA, German bark, 460, F. Albrecht, 22nd March,—Honolulu 7th March, General.—Chong Woo.

LUCY A. NICKEL, American bark, 1,330, Colson, 10th March,—Amoy 4th March, General.—Carlowitz & Co.

MOHICAN, American bark, 963, Johnston, 1st March,—Honolulu 25th January, Ballast.—Order.

RAJAH, German ship, 1,245, Joh. Bellmer, 18th Jan.,—Cardiff 1st Sept., Coal.—Order.

SACHEM, American ship, 1,312, J. C. Bartlett, 11th Jan.,—Hiogo 30th Dec., General.—Siemssen & Co.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895. 1895.

SAFETY. SPEED. PUNCTUALITY.

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PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st May.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.........WEDNESDAY, 22nd May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 20th March, 1895. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, 17th April, at Noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th April, at Noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, 18th May, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on WEDNESDAY, the 17th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th March, 1895. [1

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 9th April, at Noon.
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Thursday, 9th May, at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 28th May, at Noon.

THE Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 9th April, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 20th March, 1895. [2

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

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HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, [illegible] July, 1894. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. "JEYES' FLUID" THE BEST DISINFECTANT. DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1895.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	Tuesday	April 23rd.
Tacoma	Tuesday	May 14th.
Sikh	Tuesday	June 4th.
A Steamer...	Tuesday	June 25th.

THE Steamship

"VICTORIA,"

Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 23rd April, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 20th March, 1895. [4

Intimations.

LEVY HERMANOS.

AND AT SHANGHAI, MANILA, ILOILO & PARIS.

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GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1894. [29

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. [723

DENTISTRY.

DR. I. SAKATA (from Japan), MR. SUI SANG, DENTAL SURGEONS.

53, Queen's Road Central.

First Class Dentistry and Moderate Fees.

Consultation Free.

Hongkong, 9th April, 1894. [33

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 27th September, 1894. [394

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to DR. ROGERS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [14

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Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

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Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaiba, have not the inconvenience of producing Nausea.

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